

1,500 MISSING AFTER TITANIC FOUNDERED



CAPT. E. J. SMITH AND HIS CHIEF OFFICERS

GIANT LINER GONE BEFORE HELP CAME

Only Her Boats Found, Carrying 866 Passengers and Boat Crews.

WOMEN LIVE, MEN DIE

Many Noted American Families Are Plunged Into Mourning.

ICEBERG HIT IN NIGHT

Within Less Than Four Hours the Magnificent Liner Foundered.

RAN ONLY 30 MILES MORE

Sea Strewn With Wreckage and Corpses When the Carpathia Came.

The greatest marine disaster in the history of ocean traffic occurred last Sunday night when the Titanic of the White Star Line, the greatest steamship that ever sailed the sea, shattered herself against an iceberg and sank within less than four hours. The monstrous modern ships may defy wind and weather, but ice and fog remain unconquered.

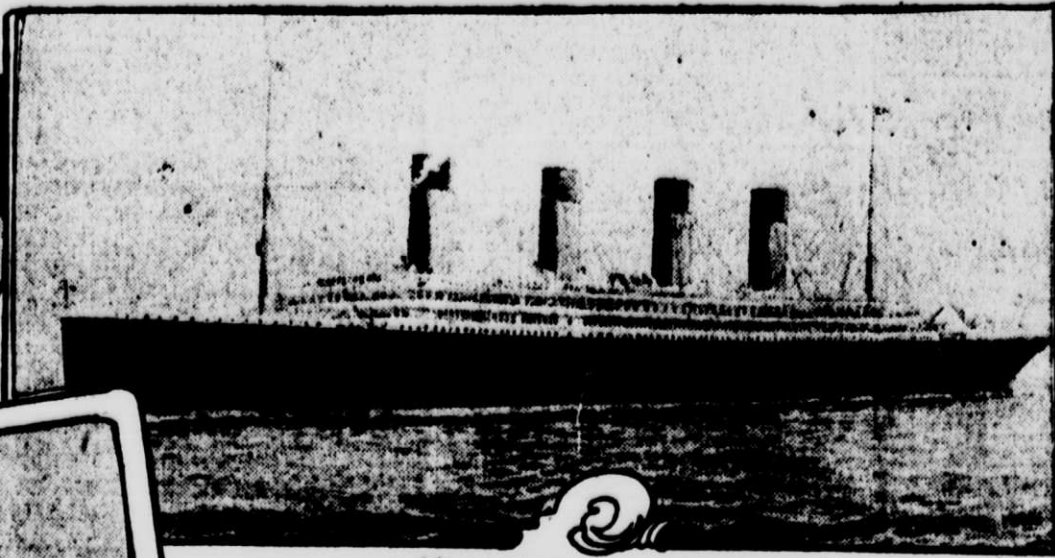
Out of nearly 2,400 people that the Titanic carried only 896 are known to have been saved, and most of these were women and children. They were taken from small boats by the Cunarder Carpathia, which found when she ended her desperate race against time only the boats, a sea strewn with the wreckage of the lost ship and the bodies of drowned men and women.

Among the 1,480 passengers of the giant liner were Col. John Jacob Astor and his wife, Isidor Straus, Major Archibald W. Butt, aid to President Taft; George D. Widener and Mrs. Widener of Philadelphia, Mr. and Mrs. Henry S. Harper, William T. Staudt, the London journalist; F. D. Millet, the artist, and many more whose names are known on both sides of the Atlantic. The news that both sides women and children were saved has caused the greatest apprehension as to the fate of these.

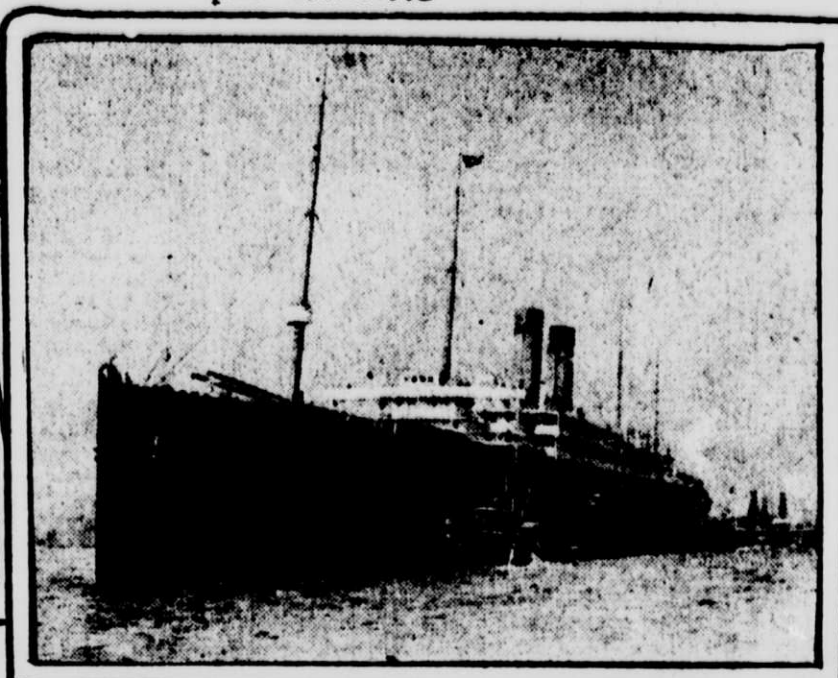
When the Titanic plunged headlong against a wall of ice at 10:40 on Sunday night her fate established that no modern steamship is unsinkable and that all of a large passenger list cannot be rescued in a liner's small boats. The White Star Line believed that the Titanic was practically invulnerable and insisted until there was no doubting the full extent of the catastrophe that she could not sink. The great ship was the last word in modern scientific construction, but she found the ocean floor almost as quickly as a common ship.

On her maiden trip the Titanic, built at a cost of \$8,000,000, a floating palace, found her graveyard. Sunk from the westerly steamship was the south of the Grand Banks of Newfoundland to take the direct run to New York, she hurled her giant bulk against an iceberg that rose from an invisible bed of ice unseasonably early in the Arctic. Running at high speed, the great ship and silent enemy of sea-foes, the shock crushed her bow, her great plates and timbers water-logged so swiftly that her captain, E. J. Smith, the admiral of the White Star fleet, knew there was no hope of saving her. That much the faltering wireless messages told us, but his confused and frantic whimpers left blank the story of the hopes that the doomed vessel was struggling against the icebergs.

As she went down she carried with her, it is estimated, two-thirds of her people, men, women and children, had been lowered in small boats, those and a few who remained on in all which appear to have been picked up by the Virginian and transferred to the Carpathia. But



THE TITANIC



THE BALTIC

PHOTO SHOWING HOW PASSENGERS ARE TRANSFERRED FROM ONE OCEAN LINER TO ANOTHER

ONLY 866 MOSTLY WOMEN, REPORTED TO BE SAFE

At 2:15 o'clock this morning the Marconi station on top of Wanamaker's caught this wireless from the Olympic to the Camperdown land station:

"Carpathia has 866 passengers aboard. Grave fears for the rest of the Titanic's passengers."

The same message was picked up at Boston. CAPE RACE, April 16.—A Marconigram from the Olympic says that when the steamship Carpathia arrived at daylight at the point where the Titanic foundered she found only boats and wreckage.

The despatch says that the Titanic foundered at 2:20 o'clock in the morning and three hours after she had struck an iceberg and less than thirty miles from the point of the collision. The vessel went down in latitude 41.46 north, longitude 50.14 west.

All the Titanic's boats are accounted for. Six hundred and seventy-five of the passengers and of the boat crews were saved. The passengers saved are nearly all women and children. The Olympic was hurrying to the scene of the disaster, and the steamship Californian, the despatch says, was searching for possible survivors.

The Carpathia is on her way to New York and will arrive Thursday night or Friday morning.

Vice-President Franklin of the International Mercantile Marine Company said at 11 o'clock that he had received no reply from wireless messages sent in all directions in an effort to pick up the Olympic and Carpathia for more details. He was not holding back anything, but insisted he was making all news public as fast as he received it.

In reply to questions Mr. Franklin said that the Allan liner Virginian could not have been towing the Titanic at any time because she couldn't have reached the scene until 10 o'clock yesterday morning, long after the Titanic had sunk. He had been trying in every way to get word from the Virginian and Parisian as to what they could tell in the way of details, but while the White Star agents in Halifax reported that they had used every means to communicate with the vessels, they had failed.

"The Carpathia must have picked up passengers who were in lifeboats," said Mr. Franklin. As to the fate of the other passengers, Mr. Franklin said the reports were discouraging.

"Do you believe that Capt. Smith went down with the ship?" Mr. Franklin was asked.

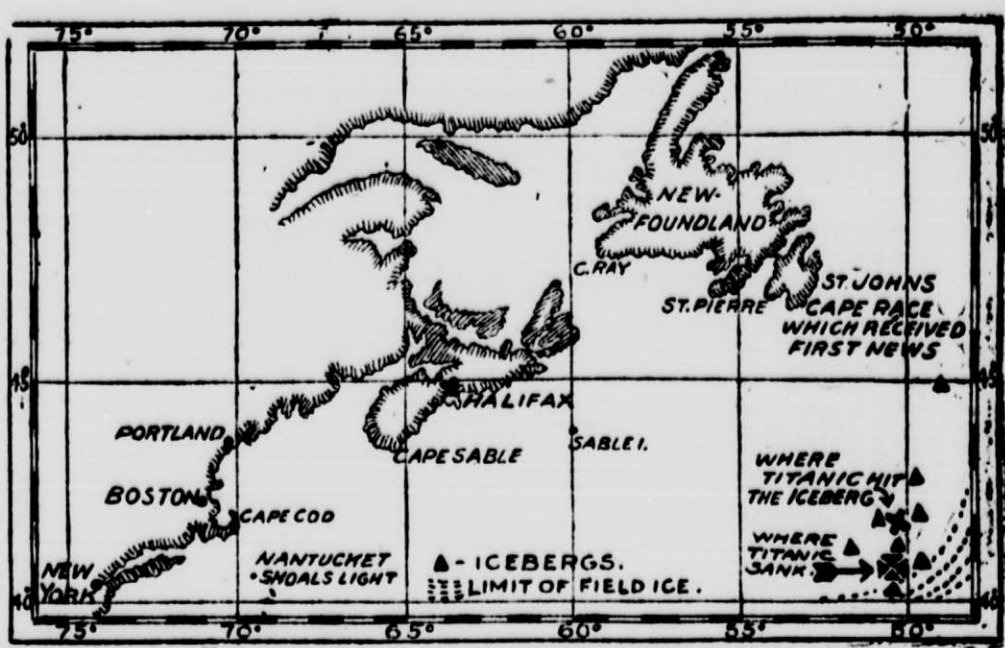
"From what I know of Capt. Smith I believe that if anybody stayed on board and went down with the Titanic, Capt. Smith did," he replied.

of the wireless worked for the distressed and sinking White Star ship. The Hamburg-American Cincinnati, the Parisian from Glasgow, the North German Lloyd Prinz Friedrich Wilhelm, the Hamburg-American liners Prinz Adelbert and Amerika, all heard the C. Q. D. and the rapid, condensed explanation of what had happened.

Virginian in Desperate Haste.

But the Virginian was nearest, barely 170 miles away, and was the first to know of the Titanic's danger. She went about and headed under forced draught for the spot indicated in one of the last of Phillips's messages—latitude 40.32 N. and longitude 61.18 W. She is a fast ship, the Allan liner, and her wireless has told the story of how she stretched through the night to get up to the Titanic in time. There was need for all the power of her engines and all the experience and skill of her captain. The final fluttering Marconigrams that were released from the Titanic made it certain that the great ship with 2,180 souls aboard was tilting and in desperate peril.

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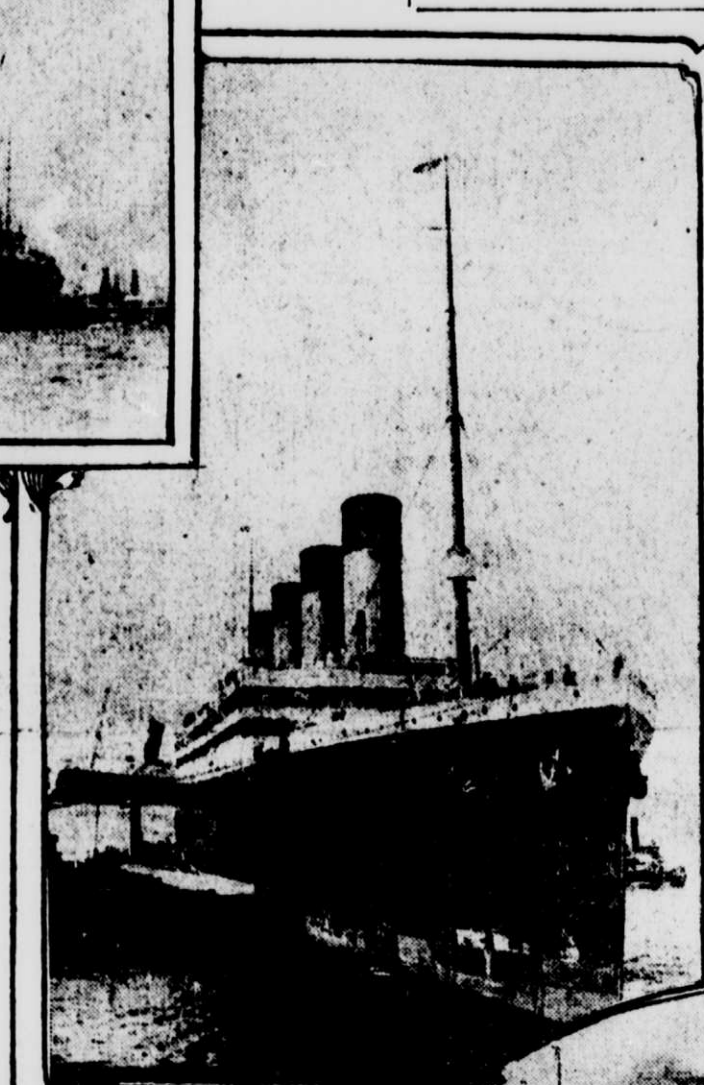


staying above water and that reliance must be had on the small boats. With such the ship was splendidly equipped. She had twenty lifeboats, wide, unsinkable, capable of resisting the battering of heavy seas. They were capable of holding

LIST OF SURVIVORS COMING BY WIRELESS

At 2 o'clock this morning the White Star office began to receive from the Olympic by wireless a list of the survivors on the Carpathia. They had seventy-five at 2:15 and were giving them out slowly after verification. Here is the list as it came, evidently including steerage passengers:

- MRS. JACOB F. ASTOR (POSSIBLY MRS. JOHN JACOB ASTOR)
- MR. HARRY ANDERSON
- MRS. EDWARD W. APPLETON
- MRS. ROSE ARBOTT
- MISS G. M. BURNS
- MISS D. D. CASSELMER
- MRS. H. (W.?) M. CLARE
- MRS. B. CHIBINANCE (CHIBNAIL?)
- MRS. E. G. CROSBY
- MISS ROSE CROSBY
- MISS JEAN THAYER
- MRS. K. F. ANDREWS
- MISS CINETTE FANHART
- MISS E. W. ALLEN
- MR. AND MRS. D. BISHOP
- MR. H. BLANK
- MISS A. BASSINE
- MRS. JAMES BAXTER
- MR. GEORGE A. BERTON
- MRS. J. M. BROWN
- MISS G. C. BOWEN
- MR. AND MRS. R. L. BREWSTER
- MRS. HENRY R. HARRIS
- MRS. ALEXANDER O. HALVERSON
- MISS JEAN HOPFACH
- MISS MARQUETTE BAYE
- MR. AND MRS. EDV. KIMBERLY (KIMBALL?)
- MR. S. A. KENNYMAN
- MISS EMILE KENECHIN
- MISS G. F. LONKEY
- MRS. M. LEADER
- MISS BERTHA LAVERY
- MRS. ERNEST H. LINES
- MISS MARY LINES
- MRS. J. LINDSTROM
- MR. GUSTAV LESNEUR



THE OLYMPIC



THE VIRGINIAN

until seventeen hours after the Titanic had sunk that the words came out of the air as to her fate. There was a confusion and tangle of messages—a jumble of rumors. Good tidings were trodden upon by evil. And no man knew clearly what was taking place in that stretch of waters where the giant icebergs were making a mock of all that the world knew best in shipbuilding.

Titanic Sent Out No More News.

It was at 12:17 A. M. while the Virginian was still plunging eastward, that all communication from the Titanic ceased. The Virginian's operator, with the Virginian's captain at his elbow, fed the air with blue flashes in a desperate effort to know what was happening to the crippled liner, but no message came back. The last word from the Titanic was that she was sinking. Then the sparking became fainter. The call was dying to nothing. The Virginian's operator labored over a blur of signals. It was hopeless. So the Allan ship strove on, fearing that the worst had happened.

It was this ominous silence that so alarmed the other vessels hurrying to the Titanic and that caused so much suspense here. And in the long hours that followed there was no explanation of that dying away of the wireless. Maybe the apparatus was injured when the huge vessel plunged headlong against the iceberg; possibly the supply of fuel for the wireless motors gave out, or it may have been that some one in authority decided that it was best to wait before flinging futile news abroad. At any rate the Titanic, already waterlogged, her end a certainty, her people straining their eyes for the first streak against the horizon that would show the approach of help, was as much cut off from the world as though she were already on ocean bottom.

Carpathia Picked Up Boats.

As the wireless tells the story, when the Carpathia arrived the seaways between the icebergs were crowded with the boats of the Titanic, and the great ship herself, was gone.

Women on the Carpathia.

It appears from news obtained by THE SUN that Capt. E. J. Smith of the Titanic, the admiral of the White Star fleet, the careful veteran of the Atlantic who has brought so many of the line's finest ships to this port on their maiden trips, realized that there was small chance of his vessel

fifty persons each in smooth water. The women and children were put in some of these boats, each boat in charge of an officer of the ship. Then the old men and such of the men passengers as were ill or afflicted were ordered into boats. It is supposed that the 675 on the Carpathia are mostly women.

So far as could be told from the scant wireless messages from the ships that found them, these boats were afloat when the Carpathia blazed through the gloom. It was a long and perilous task, but the Carpathia so maneuvered that 675 of the Titanic's passengers—mostly women—found their way to her decks. The first definite news that was received here by the White Star Line was dated 11:20 A. M. and said:

"Parisian and Carpathia in attendance on Titanic. Carpathia has taken away twenty boatloads of passengers. Blithe approaching. Olympic 200 away."

The Allan liner Virginian, nearing the scene of the disaster, wireless Cape Race at 3:35 A. M. that the women and children were being taken off in a calm sea. The Virginian's wireless operator said he had got this news from the Titanic herself. The accuracy of this message was generally doubted.

At about 4:30 A. M. a message reached Halifax announcing that most of the passengers were then in lifeboats and that the Titanic was sinking slowly by the head.

Other messages of a confusing and contradictory nature reached here from Halifax, Cape Race and other wireless stations. From Canoe, N. S., word came that the Titanic having transferred her passengers to the Parisian and Carpathia was at 2 P. M. being towed to Halifax by the Virginian.

The Canadian Government marine agency at Halifax received a wireless at 4:15 P. M. that the Titanic was sinking. It was said that the steamship towing the Titanic was trying to get her in shoal water.

False News and False Hopes.

At 8:30 o'clock in the morning Montreal

MISS GEORGETTE AMADILL, MRS. M. M. TUCKER JR., and MAID. MISS D. D. CASSELMER, MRS. J. D. THAYER, JR., MR. HUGH WOLFFNER, MISS ANNA WARD, MRS. HENRY R. HARRIS, MRS. S. A. KENNYMAN, MISS EMILE KENECHIN, MISS G. F. LONKEY, MRS. M. LEADER, MISS BERTHA LAVERY, MRS. ERNEST H. LINES, MISS MARY LINES, MRS. J. LINDSTROM, MR. GUSTAV LESNEUR.

These names were picked up by the Marconi station on Wanamaker's. The wireless people reported that a thunder storm was interfering with reports. They were trying to ascertain:

MRS. WILLIAM CARTER, MISS LAUREY CARTER, MRS. GRAHAM (POSSIBLY MRS. WILLIAM GRAHAM), MISS SYLVESTER, MRS. MAHLE, MRS. MARK FORTUNE, E. HENRY.

The same Bruce Ismay, also reported as saved, does not appear on this list, nor do the names of John Jacob Astor, Isidor Straus, Major Butt or George D. Widener, whose wife was saved.

WIDENERS REPORTED SAFE.

Family in Philadelphia Said to Have Received Wireless.

WASHINGTON, April 15.—Friends of Washington men, who were on the Titanic heard to-night that the Wideners in Philadelphia had received some sort of assurance in regard to the safety of George D. Widener and his wife. They called up the Widener house in Philadelphia on the telephone and were told that Vice-President Franklin of the International Mercantile Marine had told them he was confident the Wideners were saved. Mrs. E. R. Thomas, who is visiting here, also got a message from the Wideners in Philadelphia, saying they had received a Marconi wireless from the Carpathia assuring them Mr. Widener and his wife had been saved. Philadelphia, April 15.—At the home of the Wideners it was said that no word had been received from any ship.

Continued on Second Page.